(b) and (c) No, Sir.

(d) and (e) Railways have laid down certain mandatory provisions for vendors like the tariff and weight for each item sold by them and has taken various measures *viz.* use of quality raw material from approved sources and ISI, FPO etc. certified products, introduction of three piece casserole packed meals in place of open thalis in mail/express trains, use of eco-friendly packaging materials supply of safe drinking water along with meals, etc. Regular inspections and surprise checks of catering units are conducted by officers and supervisory staff to ensure that over charging or less quantity of food is not served to the passengers and deterrent action is taken against the defaulters.

System developed by IIT, Kanpur for Railways

444. SHRI R.P. GOENKA: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that recently an instrumentation system has been developed, with reported successful field trials, at the IIT, Kanpur, to detect in advance, changes that take place in the shape of railway wagons when sudden brakes are applied to ward off accidents, and minimise the number of derailments;

(b) if so, the details thereof and its present status; and

(c) time frame fixed, if any, for large scale use of the new system on the Indian Railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BASANAGOUDA R. PATIL): (a) No, Sir. No such instrumentation system to detect in advance, changes that take place in the shape of railway wagons when sudden brakes are applied, has been developed at IIT, Kanpur.'

(b) and (c) Do not arise.

Neutral Control Wing of Indian Railways

445. SHRI PRASANTA CHATTERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) the functioning of Neutral Control Wing of Indian Railways; and

(b) whether the recommendations of Neutral Control Wing has relevance to Railway safety?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BASANAGOUDA R. PATIL): (a) and (b)The Neutral Control Organization of Indian Railway Conference Association (IRCA) is functioning primarily as a quality control organization, which monitors the quality of repairs and maintenance activities at major Carriage and Wagon workshops and major Routine Over Hauling (ROH) depots of Indian Railways. In addition, it also assesses cost of damages/deficiencies caused to the freight stock inside the steel plants besides conducting special brake power checks and periodic surveys to assess wagons overdue Routine Over Hauling (ROH)/Perodical Over Hauling (POH).

Neutral Control Organization is not expected to make recommendations but to ensure following up-of standard maintenance/ repair procedures at workshops/ROH depots in terms of extant instructions.

Import of components for locos

446. SHRI MURLI DEORA: Will the Minister of RAILWAYS be pleased to state:

(a) whether under transfer of technology, a target for manufacture assembly of 50 GM-type high horse-power locos was fixed during the period 1999—2002;

(b) if so, the number of locos that were manufactured during the above period and reasons for not achieving the target;

(c) whether components for manufacture of these locos were imported from abroad and if so, the reasons for not received them in time; and

(d) whether stores worth Rs. 95 crores remained blocked as a result-thereof and if so, who was responsible for the loss?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BASANAGOUDA R. PATIL): (a) The tentative target for the manufacture of GM locomotives during the period 1999—2002, was 50 locomotives, which was later revised to 31 locomotives.

(b) 3 such locos were manufactured during the period 1999—2002. The target could not be achieved due to non-availability of components and assemblies required for the manufacture.